

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

SUBJECT Details of the Tashkent-Stalinabad Highway

50X1

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NO. OF ENCLS. 1
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO. 50X1

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1. The road for motor vehicles between Tashkent and Stalinabad was built []
[] period January 1934 - June 1936. Four military labor bat- 50X1
tallions, totalling 2500 workers, were used. It was 370 kilometers long,
while the railroad route between the two cities was 1100 kilometers. The 50X1
stretch of road for 180 kilometers before one reaches Stalinabad passes
through the steep mountain ranges of Turkestan, Zeravshan, and Gysaar. 50X1
It is a desolate area inhabited by a few mountain dwellers whose economy is
based on sheep, goats, and apricots. There was very little traffic. [] 50X1
[] a round trip c50X1
the motor road. On the 180 kilometer stretch north of Stalinabad [] 50X1
[] or one vehicle on the road, except for the last 10
kilometers between the Varzobskaya hydroelectric station and Stalinabad.
/For some details of the highway, and a map correction as to the route fol-
lowed by the road, see Enclosure (A)./

2. For the 60 kilometers south from Tashkent to Pakent the two-way road was paved with cobblestones and was an all-weather route. It ran through the populous Tashkent oasis. It had been built before the Russian Revolution. The 90-95 kilometer portion from Pakent to Begovat was just a two-way dirt road. No construction work had been done on this stretch; it had merely been driven over by trucks. It was very bad during the summer because of holes and dust. It was impassable if it rained. The Khilkoovo railroad station was at Begovat, as well as a cement plant. A hydroelectric station and an iron smelting plant were built at Begovat during World War II. The large cotton sovkhos of Dalverzin was located 30 kilometers north of

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Begovat on the Dalverzin Canal. The road runs through the sovkhos. This stretch of 30 kilometers also has a one-track, narrow-gauge railroad. Tractors were used on the tracks, rather than locomotives. The 42 kilometers of road from Begovat to Ura-Tube is of the same dirt type as the preceding portion. The 30 kilometers of two-way road south of Ura-Tyube is of cobblestones and an all-weather route. Then the mountains begin, where extensive construction was necessary. The real roadbuilding was done from Ura-Tyube to Stalinabad. It was a one-lane, all-weather, serpentine road of hard dirt. The road was widened in some places to permit vehicles to pass each other going in the opposite direction. These turnouts were located so that the driver could see a stretch of road before him and any approaching vehicle. The road could be used all the way by trucks of from three to five tons. Some of the curves were so sharp that a truck could not negotiate them without maneuvering. One could average only about 20 kilometers per hour through the mountains, which reached heights of 3500 meters. Much dynamiting had to be done to build the road. A modern, low, US passenger vehicle could not travel over the Tashkent-Stalinabad road. The last 10 kilometers from the Varzobskaya hydroelectric station south to Stalinabad was a two-way, all-weather road of cobblestones. It had been constructed in about 1931 or 1932, when the electric station was built.

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ENCLOSURE A: A sketch of the Tashkent-Stalinabad motor road.

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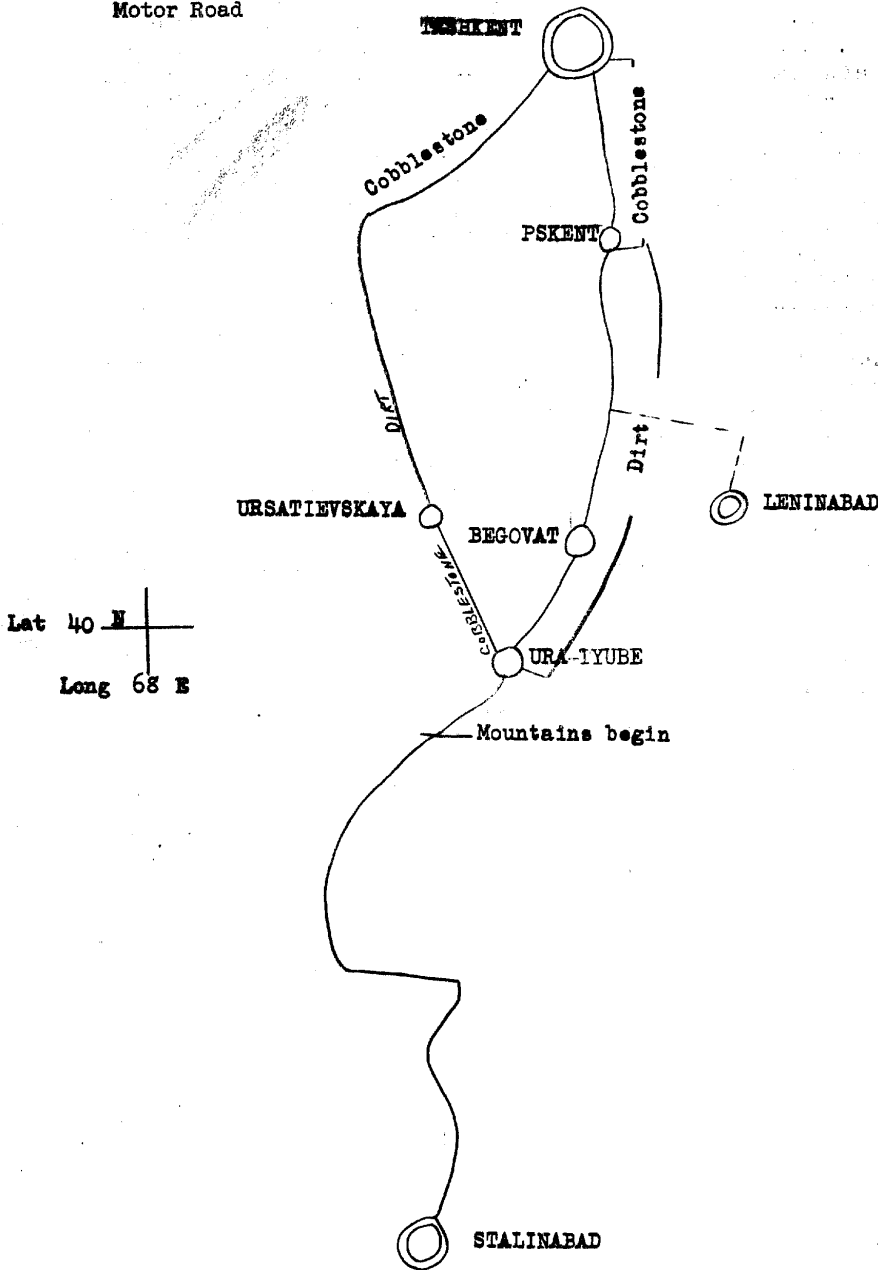
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ENCLOSURE A:

The Tashkent-Stalinabad
Motor Road



Overlay from Tashkent-Stalinabad Sheet (1 of 4)
of Russian-Language Training Map, 1:1,500,000,.

NB: Main route was Tashkent-Pskent-Begovat-Ura-Tyube-Stalinabad. Route from Tashkent to Ura-Tyube via Ursatievskaya was secondary. Broken line to Leninabad is incorrect (road believed not to exist). True route shown by solid line Tashkent-Pskent-Ura-Tyube.

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